

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.



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OF

GREAT AGE.

MATURE.

MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt Whiskies
Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & CO.
LIMITED.

[33]

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Anonymous communications that have
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The Daily Press.

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LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MARCH 13TH, 1905.

Nor long ago a fiery naval officer of the old school, speaking at a public banquet, gave utterance to sentiments, in good breezy nautical style, which, coming from such a quarter, must have caused unfeigned surprise. He said that in the present day every devilish device which could be conceived was resorted to in naval warfare. This forcible expression does not go very far beyond what the large majority of people have felt with respect to the illustrations which have been afforded of the new methods of warfare. Torpedoes, when they were first heard of, were considered to be somewhat out of the range of fair naval weapons, as having something about them that was underhand and deceptive and contrary to recognised ideas of honourable fighting. The same view has been entertained as to sub-marines, which have always been regarded as something tricky; and it has been a great shock to old fashioned notions that means of so "sneaking" a character should have to be resorted to in place of the old fashioned broadside actions in which courage played a more conspicuous part. When, however, it comes to the use of mines, not merely for defensive purposes, as in guarding the entrance to a harbour but spread about as traps to destroy battle ships without giving a moment's warning or any opportunity of defence, the general feeling has certainly become something like that of the outspak naval officer, though it may not have been as exactly formulated or as uncompromisingly expressed.

There can be no doubt that the use of the improved explosives of modern days is in a certain way repugnant to the moral sense of a large number of people. So far as the Russo-Japanese war is concerned, it must be admitted that these appliances have been pretty equally used on both sides, and it would require a clever casuist to mark the exact line which divides their legitimate from their illegitimate use, if they are to be availed of at all. To hope that such forcible means both of offence and defence should be put aside altogether on grounds of sentiment is of course manifestly Utopian; and it must also be admitted that, however, they may shock the moral sense of the large number of persons who are specially opposed to the horrors of war, they will certainly be made use of; and the best hope, in a humanitarian point of view, is that means may be found for making them less formidable than, without such protective methods, they will continue to be. Science, which has discovered such forcible means of inflicting damage, may, it is reasonable to hope, be equally successful in devising means of resisting or avoiding these appliances. To this point it is evident, attention is being steadily directed in Naval quarters, and it is to be hoped that the experiments which are being made may result in discoveries that will reduce the means of sudden surprise, which threaten to make naval warfare more and more a matter of blind chance and less dependent upon stout vessels, skill, foresight and bravery. It has rarely happened that a new mode of offence has not, before very long, been followed by the discovery of some equally effective means of defence; and though the problem at present appears a difficult one, it is not too much to hope that some effective modification may be discovered against mines and other explosive attack.

With respect to the former, however, one thing ought to be settled definitely, namely, that the use of unsecured floating mines should be considered as an offence against the Comity of Nations. The most pressing exigencies of war cannot justify a belligerent in strewing the high seas with mines, which, though designed to have effect only within a given area, may drift anywhere, and may cause the most serious damage to perfectly innocent persons. For protection of a given area beyond which mines cannot go, and with respect to which the world at large is properly warned, the use of fixed mines may be a legitimate method either of attack or defence; but this cannot be said as to strewing mines in any way which may even possibly endanger outside shipping, as, if all accounts are to be believed, was done at one stage of the war by Russia. Such a course is to attack the highway of all nations and in a sense to take up arms against them all. Considerations of ordinary policy, if nothing else, would prevent most nations from adopting such a course; but unfortunately such considerations are often of little avail during the heat and passion of actual warfare.

To Great Britain, which is so much dependent upon her navy, the new developments are of vital importance. The bare possibility of naval action being reduced largely to a mere matter of chance must be a very serious consideration to any nation who not only has to look upon her navy as her first line of defence, but to whom the command of the sea may under given circumstances be absolutely essential to maintaining defence at all. Mr. H. W. Wilson calls attention to this point in an article in the *National Review*, which will no doubt be carefully considered by those who are charged with the responsibility of defending the Empire. He says: "If Japan had not been a strong military power, there was nothing to prevent the Vladivostock ships from covering a raid against the northern part of Japan. It would not have been difficult for Russia to collect the necessary transports for a short voyage at Vladivostock; while under similar conditions in our case, our adversaries will have the necessary shipping to hand. It seems clear that, accepting the "Blue water" view as sound, our existing fleet is not certain of commanding the sea. Either we must add to it, or to our army, so as to enable us to view with composure the possibility of a hostile squadron cruising for days off the Thanes as Admiral Jessen's fleet did off Tokyo." These remarks were made merely upon the basis of the statistical strength of the Navy. Their importance, however, is infinitely enhanced in view of the comparatively unreliable character of a navy, however strong, in face of the risks that have absolutely to be accepted in these days of possible attack by hidden explosives; and to be of the same dimensions in every way. The object is to ensure, in future racing, that the competition will be entirely between the crews, neither one nor the other having the advantage of a superior boat.

Lieut. E. D. C. Wolfe, H.K.V.C., has been granted six months' leave of absence.

The English Mail of the 11th February was delivered in London on the 10th inst.

Hongkong Volunteers are now supplied with little silver dragons to be placed on the helmets.

Corporal J. R. Burgess has resigned from the Hongkong Volunteers. Mr. J. Friend has joined.

H. E. Major-General Villiers Hutton, G.B., will inspect the Hongkong Volunteer Corps on the 25th inst. Artillery companies will parade with Maxim guns.

The Royal Horticultural Society is holding a second show of Colonial grown fruit on the 30th and 31st instant.

Mr. J. Dyer Ball last evening, at the Y.M.C.A. rooms, delivered the second of a series of lectures on Chinese religions. The subject was "Confucianism."

The American President has signed the Bill authorising railway construction in the Philippines. It gives the Insular Government the power to guarantee \$30,000,000 worth of four per cent bonds.

Colour-sgt. Bullock will lecture to the Volunteer Reserve Association on Wednesday evening, on Musketry. The correct method of manipulating the new short rifle will be explained.

Lieut.-Commander Gregory, R.N., will deliver a lecture at the City Hall to-morrow afternoon under the auspices of the United Service Institution, on "The use of destroyers in war time." Vice-Admiral Sir G. H. U. Noel, K.C.B., K.C.M.G., will be in the chair.

The Japanese curios advertised in another part of the paper, for sale by Messrs. Hughes and Hough to-morrow and Wednesday, are said to be of a higher class than usual, a careful selection having been made to ensure satisfaction. The goods may be examined now at the Auction room.

The sale of silk embroideries and other Japanese works of art held a fortnight ago by Mr. G. P. Lammett attracted a larger number of buyers than his Sales Rooms could conveniently accommodate. The remainder of this fine collection is being sold by Mr. Lammett to day and to-morrow at the City Hall.

Mr. John Lambert R. N. R., who for the past eight years has been in the service of the Hongkong and Whampoa Dock Co. as superintendent engineer, has been appointed to succeed Mr. Newman Mumford as Lloyd's Surveyor here, and will take up the duties on Mr. Mumford's departure about the middle of next month.

The programme of music to be performed by the band of the 93rd Burnt Infantry on the New Parade Ground to-day, Monday, from 5 to 6.30 p.m., is as follows:—

March. "Teignmouth"..... Godard
"Bataille"..... "Mimi"..... Clarke
Selection "The Duchess of Danitzio" Ivan Caryll
"Calle Wells"..... "Jolly Negroes"..... Berger
Selection "The Cingale"..... Monckton
Valo..... "Source d'Amour"..... Lambert

Mr. E. A. Hewett, Superintendent of the P. & O. Steam Navigation Company, and Chairman of the Chamber of Commerce, left for home on a holiday on Saturday by the Bengal. During Mr. Hewett's absence, Mr. L. S. Lewis has been appointed acting-superintendent of the P. & O. Co. Mr. E. S. Wheeller, chief manager of the firm of Messrs. Dodwell & Co., was a passenger by the same steamer.

An article on Mr. G. A. Caldwell appears in the March issue of the *V. R. C. Magazine*. From 1883 to 1903, excluding three years of forced absence from the Colony, he has steered the winning crew in twelve international races held in Hongkong. How much we owe to him as a dancing master at the theatrical performances of the local A. D. C. for the past fifteen years is fully appreciated by our theatre-goers; and in the old days, he was a great favourite in local amateur comic opera.

The M. O. H. in his annual report says:—In my Annual Report for 1899 I showed that the average rainfall during the decade ending that year was eleven and a half inches less than the average rainfall during the preceding decade. In 1902 I showed that the average rainfall had fallen more than sixteen and a half inches during the decade ending that year below the rainfall for the previous decade, and we now see that the average deficiency amounts to nearly twenty and a half inches when the past decade is compared with the immediately preceding one. This is a matter of serious moment in connection with the question of the water supply of the Colony, and indicates moreover a progressive change in our climatic conditions generally.

The V.R.C. Magazine says:—At Canton they are talking of new pair car boats. Those now in use are being found fault with as too heavy, and, having seen the boats at Hongkong, our friends of the C.R.C. have grown covetous. Two Canton gentlemen have come forward with promises of new boats for Canton on the strength of their win at Hongkong at the Port regatta. A very laudable movement is afoot, as we hear, which aims at getting the V.R.C., Hongkong B.C., and the Canton R.C. to send home orders for a four-cared racing boat each, all to be built by the same builders and to be of the same dimensions in every way. The object is to ensure, in future racing, that the competition will be entirely between the crews, neither one nor the other having the advantage of a superior boat.

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ENGLAND AND JAPAN.

London, 10th March.

Count Benckendorff has handed to Lord Lansdowne £65,000 Sterling, the indemnity claimed from Russia on behalf of the Hull fishermen in connection with the North Sea affair.

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THE WAR.

[DAILY PRESS SERVICE.]

THE RETURN OF THE RUSSIAN ARMADA.

London, 10th March.

It is reported from Dover that an official communication has been received to the effect that the Baltic fleet returns via the English Channel.

[BY COURTESY OF THE JAPANESE CONSUL.]

JAPANESE OCCUPY FUSHUN.

TOKYO, 10th March.

Our detachment occupied Fushun on the night of the 9th instant, and is now attacking the enemy, who is posted at the corner of the height north of Fushun.

JAPANESE PURSUING.

TOKYO, 11th March.

The report received on the night of 10th inst., says that in the direction of Hingkong, our detachment is attacking the enemy who, in superior force, holds the height north of Fushun. In the direction of the Shaho, we expelled the enemy, to the right bank of the Hupho, and are now enveloping and attacking him east and north of Mukden. Since noon of 10th inst., a large number of the Russians were worn out, and are in complete disorder, retreating northward along the district between the Mukden road and the railway; and swarming in the district from the neighbourhood of Mukden to Sianwa, seven miles north of Mukden; our infantry and artillery concentrating fire upon that enemy till nightfall. Our other detachment reached Puso, thirteen miles north of Mukden, on the evening of 10th inst., and is inflicting considerable damage upon the retreating enemy.

LATER.

Our detachment in the direction of Hingkong pursuing the enemy, reached at 11 p.m. on Friday, Iuiyuanpao, five miles north of Fushun; and is continuing a vigorous pursuit.

RUSSIANS STILL RETREATING.

TOKYO, 12th March.

The report received on the afternoon of the 11th inst. states that our various detachments, hotly pursuing the enemy from all directions, and inflicting considerable damage everywhere, occupied on the afternoon of the 10th inst., the line of thirteen miles north of the Hanho and continued our pursuit till the 11th inst. Our detachment, starting northwards on the morning of the 11th inst. from the neighbourhood of the Puso, met a large column of the enemy retreating northwards, and after hand to hand fighting enveloped it, and it finally surrendered. Near Mukden, we are now engaged in clearing remnants of the routed enemy who continue the resistance or come in and surrender. Heaps of Russian corpses are

TELEGRAMS.

[DAILY PRESS SERVICE.]

THE CROWN PRINCE OF GERMANY.

LONDON, 10th March.

The marriage of the Crown Prince of Germany has been fixed to take place at Berlin on June 6th.

THE NORTH SEA AFFAIR.

LONDON, 10th March.

Russia has paid the sum of £65,000 as an indemnity for the damage done by Admiral Rozdenvensky's squadron to the Hull fishing fleet in the North Sea.

LORD ROSEBERY AND HOME RULE.

LONDON, 10th March.

Lord Rosebery has repudiated the policy of Home Rule for Ireland.

[REUTER'S SERVICE.]

THE NORTH SEA INDEMNITY.

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SUPREME COURT.

Saturday, 11th March.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SEBCOMBE SMITH (PUIENE JUDGE)

THE HEP LOONG V. WEISSMANN, LTD.

The hearing of this claim for \$648, for biscuits supplied, was continued. Mr. P. W. Goldring (of Mr. G. K. H. Bruton's office) appeared for the plaintiff shop, and Mr. H. E. Pollock, K.C. (instructed by Mr. Almada Castro) for the defendant company.

Evidence for the plaintiffs having been concluded, Mr. Pollock said:—I would submit that the plaintiffs must be bound by the actual contract produced, which bears the chop of the firm. We have it that Lui Lai fixed the chop of the firm on that contract, and that before he did so the document was explained to him by an interpreter. The biscuits were to be according to sample; they were being sold according to sample.

His Honour—Did not Weismann waive the contract by his conduct? The evidence shows me that Weismann went and superintended the whole thing, and made a selection of the biscuits. The questions are:—did the defendant waive the contract by making this selection, and did he waive the contract by accepting the goods, thus leaving himself only able to take an action for damages.

Mr. Pollock—There was no express waiver. It would be very dangerous to uphold that he waived the contract. Mr. Weismann, in consequence of the previous biscuits being not according to sample, did his best to ensure that only good biscuits were packed, without referring the plaintiffs of the very express condition of making the goods according to sample. Because he takes some steps to try and prevent old biscuits being packed off him, does that relieve the plaintiff of the expressed condition in the contract?

His Honour—This man made a selection of biscuits, and I must therefore consider that they were up to sample, or what was the good of taking them?

Mr. Pollock—Under the first contract, only one hundred tins were delivered. Weismann inspected the biscuits under the first contract and said they were not good. The plaintiffs took back the biscuits; they gave it in once—and a Chinaman would not give in if he did not think he had a bad case. As regards the second contract, I shall be able to show clearly that the document produced by the plaintiffs is not a copy of the contract, and that Mr. Weismann did put in a copy of the contract which he wrote in the defendant's shop. Mr. Weismann did try, as regards the second contract, to get the price down to 51 cents, but the defendants would not come down to that. Six cents per lb was agreed on and the shop of the shop was put on a document to that effect by Lui Lai. "Hep Loung" was written in English over the chop by the interpreter. Mr. Weismann will say that that man told him that he was the master or a partner in the defendant shop. It must be assumed that it would be unusual to find a Chinaman writing on such a document if he was not authorized. It is somewhat peculiar that this man, if he was not interested in the plaintiff's shop, should on three or four occasions act as interpreter. On the point of the alleged selection, it is quite true that Mr. Weismann or his European assistant were present practically the whole day while these tins were being packed. But what we say is this—Mr. Weismann "once bitten, was twice shy"; those biscuits were being sold by him to Messrs. Blackhead and Company to be sent to Singapore, and he thought it was his duty to exercise some sort of precaution. Five or six persons were engaged in the packing business. Although Mr. Weismann and his assistant did reject some biscuits, that does not mean to say that they accepted the rest. They were doing their best to exercise some supervision, but this action would not preclude them from refusing the biscuits afterwards on account of them not being according to contract. I would submit that anything done by Mr. Weismann or his assistant could hardly amount to a waiver of the condition in the contract that these goods should be according to sample. And there was plenty of time for the plaintiffs to unsolder the tins and put in other biscuits. Forty-five tins were sent down on the 31st December, but the other tins were not sent down till afterwards.

His Honour—You never asked the witnesses any questions about that. You do not expect me to charge this man with fraud.

Mr. Pollock—I am only pointing out that there is a possibility of the biscuits having been changed before delivery, and that possibility should make Your Lordship somewhat chary in finding that what was done by Mr. Weismann was absolute acceptance of the biscuits. The fact that the plaintiffs had bad biscuits on their premises is proved by the fact that the defendant rejected a hundred tins on the Praya, and the plaintiffs acquiesced at once. Some time on the 3rd or 4th January Mr. Pick, Mr. Weismann's European assistant, while attending to these biscuits being packed, happened to look up a lane at the back of the plaintiff's shop. He saw some biscuits being lowered down with a rope into the lorry. Thinking that this was a very extraordinary thing, and that perhaps something was not right, he went up stairs, where he found a lot of tins and biscuits. He at once took a risk to Mr. Weismann who came and saw these old biscuits, and fearing they would be packed off on him, made a row. Mr. Weismann at once communicated with Messrs. Blackhead and Company, and as a result, the biscuits were inspected on arriving at Singapore. They were reissued by the parties there; Messrs. Blackhead and Company threw them back to Weismann; and Weismann is trying to throw them back on the plaintiffs on the ground that they are not proper biscuits and not up to sample.

Evidence for the defendant was called. The case was adjourned.

GEO. FENWICK AND CO. LTD.

ANNUAL MEETING.

The sixteenth ordinary general meeting of shareholders in this Company was held in the Hongkong Hotel on Saturday morning, when there were present—Messrs. W. Farlane (Chairman) and A. Rodger (Directors), W. G. Winterburn (Acting Secretary and General Manager), J. Rodger, W. King, W. H. Purcell, J. I. Andrew, J. R. Macquarrie, F. R. Forbes, J. D. Kinnaird and Sing On.

ANNUAL REPORT.

In moving the adoption of the annual report and Statement of accounts the CHAIRMAN said:—Gentlemen: With your permission we will as usual consider the Report as read. The accounts which were posted to each shareholder some 14 days ago do not leave me much to explain. You are all aware from the circular letter posted to each shareholder on the 30th January last, that we had acquired over 200,000 square feet of land, or rather sea-bed, at North Point, and the first items in the Assets which claim attention are one of \$119,455.26 and another of \$4,930.79; the first represents the price paid to Government for the site, and the cost to December 31st last of reclaiming, and fulfilling the other requirements of the Government; the latter, the amount expended in the Steel Wharf, and for sunk iron and concrete piers to rest the Shore Legs on. The Liabilities on the other side show a loan from the Hongkong and Shanghai Banking Corporation against mortgages on the Company's properties. This \$120,707.56 has been wholly expended on this property to date. We will have more to say re this scheme at the meeting which will shortly be called to sanction the increase of Capital to finance this extension of our business, meanwhile I will only say that the site acquired is a valuable and most suitable one, and one which must shortly increase in value much over what it will cost us; and that from various causes, such as pressure by the local Government, the Tramway seriously interfering with our free communication with the Harbour; and owing to the extension and development of various European and Chinese engineering concerns; we found but one of two courses open to us, viz: either to shortly be crowded out, or move to more extensive and commodious premises; and having confidence in our ability to successfully compete in our line of business, backed by the increasing value of our present property, we considered that the circumstances warranted the venture. Turning to Profit and Loss account, we regret the year's work does not show the same standard of profit that some former years have done; but everyone at all acquainted with the conditions of the Engineering trade during the past year knows that the work offering was exceedingly small in amount, and what there was, was extremely keenly contested, for thus reducing profits. The amount of \$2,171.13 written off as a bad debt, was an account carried forward from 1903, which your Directors were sanguine of recovering. Indeed we still think there is a prospect of its recovery, but we thought it best to face the loss, and have written it off. The prospects for the present year are favourable, there being many enquiries, of several of which we have tendered, and we expect that some of them will come our way. In our less busy times we have employed ourselves in making new machinery for our new establishment; we have also sold some of our old machines at a book profit, replacing them by new and modern machines. We are glad to be able to pay the usual 15 per cent. dividend and trust the account as presented will meet with your approval.

Mr. KING seconded the motion, which was carried unanimously.

ELECTION OF OFFICERS.

It was proposed by Mr. ARNOLD and seconded by Mr. SING ON that Mr. A. Rodger be re-elected a Director. Carried.

Mr. McCOONALD proposed the re-election of Mr. Thomas Arnold as auditor.

Mr. KINNEAR seconded the motion, which was agreed to.

The CHAIRMAN: That concludes the business, gentlemen. Dividend warrants will be posted as far as addresses are known, either to-day or on Monday.

EXTRAORDINARY GENERAL MEETING.

This meeting was held immediately after the general meeting, the same members remaining.

The SECRETARY read the notice convening the meeting, and the CHAIRMAN before reading the resolution said:—

GENTLEMEN.—Before reading the Resolution to you I would like to say a few words in explanation. The desire to cancel Article 10 and to substitute the one which I will shortly read to you, is not from any doubt of the powers of the Directors under the present Article 10, but that the Company's legal advisers have raised a doubt if we are empowered to increase the Capital by a larger amount than we intend at the moment to issue, our intention being to increase the Capital from the present \$150,000 to \$450,000; an increase of \$300,000; and at the same time to issue shares for only one half of the amount, or \$150,000; this conditional on our being able to dispose of our present Wanloai property at a satisfactory price.

The fact that the plaintiffs had bad biscuits on their premises is proved by the fact that the defendant rejected a hundred tins on the Praya, and the plaintiffs acquiesced at once. Some time on the 3rd or 4th January Mr. Pick, Mr. Weismann's European assistant, while attending to these biscuits being packed, happened to look up a lane at the back of the plaintiff's shop. He saw some biscuits being lowered down with a rope into the lorry. Thinking that this was a very extraordinary thing, and that perhaps something was not right, he went up stairs, where he found a lot of tins and biscuits.

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Evidence for the defendant was called.

The case was adjourned.

He then read the resolution which has already been published in these columns, and said he should be pleased to answer any questions.

In reply to Mr. ARNOLD the Chairman said the shares would be issued at par. They intended to have a meeting so as to call up the capital on the 1st July and at that time it would be necessary to call up \$150,000.

The CHAIRMAN proposed, and Mr. J. BODGER seconded that article 10 be cancelled, and the new article be substituted and adopted. Carried.

The CHAIRMAN: Another meeting will be held shortly, of which due notice will be given, to confirm this special resolution which has now been passed.

YACHTING.

The one-designers of the Corinthian Yacht Club competed yesterday for the Commodore's Cup. There being a fair breeze, a good race was witnessed. Mr. E. F. Gibson's "Hibernia" won the trophy.

THE SALVAGE OPERATIONS AT THE PARACELS.

The steamer *Progress* returned on Saturday with the salvage party who went down on the 23rd of last month to save the steamer *Shorebury*, which went ashore on the Paracels some months ago. After the ship had been sufficiently lightened of her cargo of coal she was successfully floated at 11 o'clock on Wednesday night last, the 8th inst. After being towed a hundred yards the *Progress* was signalled to stop towing, and on being signalled to go on again the rope parted. In the darkness it was impossible to resume operations, and to the great disappointment of all concerned, the ship during the night was carried by a heavy swell and current broadside on to the reef again and became a total wreck.

To Mr. W. C. JACK (of Messrs. E. C. Wilks and Co.) who was in charge of the salvage operations, the loss of the ship, when success had seemingly been attained must be a sore disappointment indeed.

As soon as the salvage party left the ship, it was observed that she was swarmed by Chinese wreckers, who it was noticed had well stripped the wreck of the *Baron Gordon* which also stands high and dry on the reef.

THE TIENTSIN LAND INVESTMENT COMPANY, LIMITED.

At the annual General Meeting of the Tientsin Land Investment Company, held on Feb. 23rd, there were present Messrs. Charles Denby (Chairman) Tsai Shou Kio, C.R. Morley, W.P.L. May, W. M. Henderson, A.P. Peck, W.A. Morley, R.A. Cousins and E.L. Cockell, representing 4214 shares. The following statement was made by the Chairman.

Gentlemen.—We have to submit to you to-day our third annual report, and with it we place before you the general working account and balance sheet for the year ended December 31st 1904. After considering the accounts I shall ask you to adopt them and also to proceed to the election of two directors in accordance with the articles of association. The first item in the Balance Sheet is capital account. The same amount, viz., The \$72,600.00 is now outstanding as at the time of our last report, but it is now fully paid in. Attention should be called to the fact that of our new capital one-half was paid up on October 1st, 1903, and one-half on April 1st, 1904, all ranking for dividend from January 1st, 1904 and a large part of which could not at once be used in our business as it takes some time to absorb the money in the business of the company. This will explain why in 1904 we have absorbed only 7 per cent. dividend as compared with 9 per cent. in 1903. As soon as this condition is altered and all our money goes into buildings, we can reasonably expect that the previous rate of earnings will be exceeded. Of our land the amount actually built on is as follows:—Land 351,584 mow; built on, 125,366 mow; making 35 per cent. now developed, and as we cover more of our present unused land, we can hope for greatly increased profits. Our debentures stand as at 31st December, 1903, viz., The 452,800.00.

The CHAIRMAN: That concludes the business, gentlemen. Dividend warrants will be posted as far as addresses are known, either to-day or on Monday.

EXTRAORDINARY GENERAL MEETING.

This meeting was held immediately after the general meeting, the same members remaining.

The SECRETARY read the notice convening the meeting, and the CHAIRMAN before reading the resolution said:—

GENTLEMEN.—Before reading the Resolution to you I would like to say a few words in explanation. The desire to cancel Article 10 and to substitute the one which I will shortly read to you, is not from any doubt of the powers of the Directors under the present Article 10, but that the Company's legal advisers have raised a doubt if we are empowered to increase the Capital by a larger amount than we intend at the moment to issue, our intention being to increase the Capital from the present \$150,000 to \$450,000; an increase of \$300,000; and at the same time to issue shares for only one half of the amount, or \$150,000; this conditional on our being able to dispose of our present Wanloai property at a satisfactory price.

The fact that the plaintiffs had bad biscuits on their premises is proved by the fact that the defendant rejected a hundred tins on the Praya, and the plaintiffs acquiesced at once. Some time on the 3rd or 4th January Mr. Pick, Mr. Weismann's European assistant, while attending to these biscuits being packed, happened to look up a lane at the back of the plaintiff's shop. He saw some biscuits being lowered down with a rope into the lorry. Thinking that this was a very extraordinary thing, and that perhaps something was not right, he went up stairs, where he found a lot of tins and biscuits.

He at once took a risk to Mr. Weismann who came and saw these old biscuits, and fearing they would be packed off on him, made a row. Mr. Weismann at once communicated with Messrs. Blackhead and Company, and as a result, the biscuits were inspected on arriving at Singapore. They were reissued by the parties there; Messrs. Blackhead and Company threw them back to Weismann; and Weismann is trying to throw them back on the plaintiffs on the ground that they are not proper biscuits and not up to sample.

Evidence for the defendant was called.

The case was adjourned.

CRICKET.

H.K.C.C. v. L.R.C.

A match was played at the Cricket Ground on Saturday between the H.K.C.C. and the Ladies' Recreation Club. Lord Hawke and Mr. M. G. Bonsor played for the H.K.C.C. Tiffin was served at the pavilion. The spectators included a large number of ladies.

The H.K.C.C. went in first, Lord Hawke and T. E. Pearce, captain of the team, commencing the batting. R. Hancock, captain of the L.R.C. team, and Lumaden, took up the bowling. Lord Hawke did not seem very fit, and was unable to do anything with the very excellent trundling. He was bowled in the seventh over by R. Hancock, after scoring but two runs. Eng. Liout, de Paria topped the innings with 54; and Daniels, Dixon, Bonsor and Pearce all played very good cricket.

The H.K.C.C. went in first, Lord Hawke and T. E. Pearce, captain of the team, commencing the batting. R. Hancock, captain of the L.R.C. side, was bowled by Dixon for no runs. The innings of the day was that of H. Hancock, 93 runs. This man and Aitken made a fine stand together. Lumaden was bowled by Bonsor. Lewis played well for 23. Heath made a good shape but scored only ten runs. Lumaden did best at bowling for the L.R.C. five wickets for 64; and Morrill best for the H.K.C.C. four for 49. J. T. Dixon, however, got the three best wickets for his side.

Scores and analyses are as follows:—

H.K.C.C.			
Lord Hawke	2	1	1
T. E. Pearce (capt.), b R. Hancock	21	1	1
C. H. MacLay, c H. Hancock, b Lumaden	1	1	1
Major Williamson, A.S.C., c Hancock, b	1	1	1
Lumaden	15	1	1
Capt. P. G. Davies, c Aitken, b Lumaden	15	1	1
Eng. Liout, Paris, R.N., c Heath, b	1	1	1
Rutherford	54	1	1
H. C. Bonsor, b Lumaden	28	1	1
J. T. Dixon, b Lumaden	53	1	1
G. E. Daniels, b Hancock, b Heath	6	1	1
E. A. Bonsor, not out	20	1	1
Extras	14	1	1
Total	243	1	1

Total L.R.C.

L.R.C.			
W. C. D. Turner, b J. T. Dixon	0	1	1
Major Lewis, 19th Maharashtra, b Davies	0	1	1
Lieut. Heath, 10th Maharashtra, b J. T. Dixon	10	1	1

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER, only, and special business matters to the MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 6th Ed. Lieber's.

P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

ROOM and BOARD by an American Married Couple. Must be First-Class. Apply—
L. E.,
Care of Daily Press Office,
Hongkong, 13th March, 1905. 683

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

"AUSTRALIAN." Captain McArthur, will be despatched at above on WEDNESDAY, the 15th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th March, 1905.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIODO AND YOKOHAMA.
THE Imperial German Mail Steamship

"PRINZ HEINRICH." Captain P. Gross, due here with the outward German Mail about TUESDAY, P.M., will leave for the above places about 12/24 hours after arrival.

APPLY TO—
P. Q.,
Care of Daily Press Office,
Hongkong, 13th March, 1905. 676

TO LET.

FRONT, FURNISHED BEDROOM, with or without Board. Care pass house every 10 minutes.

APPLY TO—
P. Q.,
Care of Daily Press Office,
Hongkong, 13th March, 1905.

TO LET.

ONE COMFORTABLY FURNISHED BEDROOM, suitable for one or two gentlemen in private family with or without Board at Kowloon; nice situation and close to ferry.

APPLY TO—
B. B.,
Care of Daily Press Office,
Hongkong, 13th March, 1905. 677

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES

From 4th February 1905 until further notice the Fares will be as follows—

KENNEDY TOWN TO POST OFFICE

First Class 10 cents

Third 10 cents

POST OFFICE TO CAUSEWAY BAY OR RACE COURSE

First Class 10 cents

Third 4

CAUSEWAY BAY TO SHAUKEWAN

First Class 10 cents

Third 5

The previous Table of Fares is hereby cancelled.

Pending the arrival of new Tickets the existing stock will be used.—The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GEAY SCOTT,
General Manager,
HONGKONG CLUB, 1st March, 1905. 579

NOTICE.

MESSMAN Wanted by the Ward Room Officers of H.M.S. *Amethyst* for passage to England. For particulars apply on board any steamer.

Hongkong, 7th March, 1905. 646

WANTED.

A N ASSISTANT.

APPLY TO—
ROBINSON PIANO CO., LTD.,
Hongkong, 8th March, 1905. 646

CHINESE INTERPRETERS.

THE following Appointments in the service of the Federated Malay States are now vacant—

Chinese Interpreter, Grade I, \$1,534 rising to \$1,980. One.

Chinese Interpreter, Grade II, \$1,056 rising to \$1,320. Three.

Chinese Interpreter, Grade III, \$528 rising to \$762. Two.

The necessary qualifications in addition to English both spoken and written are—

Grade I: Three Chinese dialects and a sound knowledge of the Chinese written character.

Grade II: Three dialects of Chinese and a good knowledge of the Chinese written character.

Grade III: Two dialects of Chinese and an elementary knowledge of the written character.

Applications should be sent to the SECRETARY FOR CHINESE AFFAIRS, Singapore, and should contain copies of recent testimonials and a statement of the manner in which the qualifications claimed by the applicant have been acquired.

Hongkong, 11th March, 1905. 667

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that

HANG HING carrying on business at

No. 4, Connaught Road West, Victoria, in the Colony of Hongkong, and elsewhere is to

Merchant of the 17th day of December,

1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS—

1. The representation of Two Phoenixes with Spread Wings, each with a wing crossed with wing of the other and each standing on one leg on a rock facing each other; between their heads is a representation of the sun.

2. A fancy design on which is depicted a Fancy Scroll with the Characters

written on it meaning "HANG HING". Underneath the scroll is the representation of Two Phoenixes facing each other with Spread Wings, each with a wing crossed with wing of the other and each standing on one leg on a rock facing each other; between their heads is a representation of the sun.

The tenders must be properly filled up, signed and dated, and no tender will be noticed unless delivered upon the proper form at the Head Quarters Office by 12 o'clock NOON, on the above date, in a closed envelope, marked "Tender" on the outside.

The right to reject any or all tenders is reserved.

Head Quarters Office,

Hongkong, 7th March, 1905. 650

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SHIPPING.

ARRIVALS.

APPENADE, German str., 611 A. P. Ulstrup, 11th March.—Haiphong 7th and Boihow 9th March, General, Jansen, & Co.
CONFIDENZA, Italian str., 1,698, R. Leco, 11th March.—Moji 5th March, Carpene—Java—China—Japan—Lijn.
DOTT, Norwegian str., 629, J. Gjimre, 11th March.—Bangkok 2nd March, Rice—China.
EASTERN, British str., 5,256, Winthrop Ellis, 14th Mar.—Kale 6th March, General, Gibb, Livingston & Co.
EIGER, Norwegian str., 12th March, from Canton.
EVA, German str., 12th March, from Canton.
GIANT BUG, British str., 1,198, J. G. Tollett, 12th March.—Samara 7th March, Cotton and Sugar—China.
GLORY, British battleship, 11th March, from Min Bay.
HATTAN, British str., 1,183, Roach, 11th March.—Fuchow 7th March, Army 8th and Sutor 10th General.—Douglas Laprade & Co.
IRISHMAN, British cruiser, 11th March, from Min Bay.
KAFONG, British str., 1,210, E. Einayson, 11th March.—Cohn & Holo 7th Mar., General.—Butterfield & Swire.
LOONGOON, German str., 12th March, from Canton.
MADELEINE EICKMAYER, German str., 1,439, D. Reimann, 11th Mar.—Bangkok 4th Mar., General.—Butterfield & Swire.
OCBAN, British battleship, 11th March, from Min Bay.
PAKNAZ, German str., 2,064, P. Deuker, 12th March.—Bangkok 2nd March, Rice—China.
SKULD, Norwegian str., 12th March, from Canton.
SUNGKANG, British str., 1,621, Fennefather, 11th Mar.—Holo 7th March, Wood—Butterfield & Swire.
SUTLE, British cruiser, 11th March, from Min Bay.
TAISMAN, British str., 1,121, A. Jones, 11th March—Saigon 6th March, Rice, Meal, and General—Bradley & Co.
TRIUMPH, German str., 768, A. Hansen, 11th March—Fuchow 6th March, Army 9th and Sutor 10th General.—Osaka Shosen Kaisha.

CLEARANCE.
AT THE HARBOUR MASTER'S OFFICE.
11th March.

Eastern, British str., for Australia.

DEPARTURES.

11th March.
ADERGELDE, British str., Diamond Island.
AGAGONIA, German str., for Portland.
BENGAL, British str., for Europe.
DECIMA, German str., for Swatow.
DR. H. J. KASSE, Dutch str., for Haiphong.
GUERNSEY, Norwegian str., for Sasebo.
HAMPSHIRE, British str., for Sasebo.
MANCHURIA, American str., for San Francisco.
MATILDE, German str., for Hoichow.
NUJIA, British str., for Shanghai.
QUEEN LOUISE, British str., for Rangoon.
RUTH, British str., for Moji.
TOONAN, Chinese str., for Shanghai.
12th March.

ELISABETH RICKMERS, Ger. str., for Swatow.
FIRTH, Norwegian str., for Tamsui.
PITANULOK, German str., for Bangkok.
TIENTIN, British str., for Kobe.

SHIPPING REPORTS.
The British str. *Eastern* reports: Experienced
seas on about the northward.
The British str. *Giang Bei* reports: Left
Java with northerly wind and fine weather,
moderate and fresh moon, while off China
sea dense fog and light E.N.E. wind.
The British str. *Far Eastern* reports: Light to
moderate variable wind and moderate sea from
St. James to long. 104° N. and lat. 110° 32' E.;
thence to port right wind from N.E. to E. and
E.N.E. swell; ran into for when 100 miles off
Gap Rock, and had same to port.

VESSELS IN DOCK.

11th March.

ANNEBETH DOCKS.—
KOK, 100 Docks—Sevralene, Liscana, Ven.
H.M.A. Jones, Chittagong, Chittagong, Rangoon.
COSMOPOLITAN DOCK.—

VESSELS ON THE BEACH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"RAITAN."

Captain Roach, will be despatched for the above
ports TO-MORROW, 14th inst., at 9 A.M.
For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, 10th March, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain G. once will be despatched for the above
ports TO-MORROW, 14th inst., at 9 A.M.
For Freight or Passage, apply to

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 9th March, 1905.

FOR NEW YORK
VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR
COAST.

THE Steamship

"SCHUYLKILL."

Captain Nicholas, due here on April 1st, will
have prompt despatch as above.

Ship will be followed by the s.s. "HUDSON,"
Captain Burnett, sailing hence on or about
April 23rd.

For Freight & further information, apply to

STANDARD OIL COMPANY
OF NEW YORK,
Ortional Freight Department.

4, Des Vaux Road, Central.

Hongkong, 3rd March, 1905.

1601

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.E.	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP...	MERIONETHSHIRE	Brit. str.	—	G. H. Burch	SHEWAN, TOME & CO.	About 20th inst.
LONDON, &c., VIA PORTS OF CALL...	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 25th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP...	STENTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
AMSTERDAM, LONDON & ANTWERP...	ACHILLES	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP...	MACHAON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 11th April.
MARSEILLES, HAVRE & HAMBURG...	AGAMEMNON	Brit. str.	k. w.		BUTTERFIELD & SWIRE	On 23rd April.
MARSEILLES, HAVRE & HAMBURG...	RHENANIA	French str.	—		BUTTERFIELD & SWIRE	On 18th inst.
OCEANIA...	OCEANIA	French str.	—		HAMBURG-AMERIKA LINE	On 21st inst., at 1 P.M.
PRINCESS ALICE	PRINCESS ALICE	French str.	—	Oliver	MESSAGERIES MARITIMES	On 15th inst., at Noon.
SUEVIA	SUEVIA	Ger. str.	—	P. Wetin	MELCHERS & CO.	On 4th April.
SILEVIA	SILEVIA	Ger. str.	—	Bahlo	HAMBURG-AMERIKA LINE	On 18th April.
SLAVONIA	SLAVONIA	Ger. str.	—	Madsen	HAMBURG-AMERIKA LINE	On 2nd May.
SEGOVIA	SEGOVIA	Ger. str.	—	Schoenfeldt	HAMBURG-AMERIKA LINE	On 16th May.
PILEADES	PILEADES	Brit. str.	—	Rassevich	HAMBURG-AMERIKA LINE	On 15th inst.
ALCINUS	ALCINUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th April.
ST. FILLANS	ST. FILLANS	Brit. str.	—		BUTTERFIELD & SWIRE	On 23rd inst., F.M.
SCHULHEIM	SCHULHEIM	Brit. str.	—		SANDEE, WIELER & CO.	Quick despatch.
NUBIA	NUBIA	Brit. str.	k. w.	Barnett	DODWELL & CO., LD.	On 9th April.
HUDSON	HUDSON	Brit. str.	—		STANDARD OIL CO.	About 23rd April.
ATHENIAN	ATHENIAN	Brit. str.	—		HAMBURG-AMERIKA LINE	On 15th inst.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str.	2 m.		STANDARD OIL CO.	On 29th inst.
OANA	OANA	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 24th inst.
MINNEAPOLIS	MINNEAPOLIS	Am. str.	—		CANADIAN PACIFIC R. CO.	On 30th inst.
CHANGSHA	CHANGSHA	Brit. str.	—	F. G. Parington	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
CHIANGTU	CHIANGTU	Brit. str.	—	J. H. Rinder	DODWELL & CO., LIMITED	On 31st inst., at Daylight.
WOBANG	WOBANG	Brit. str.	—	Wagner	NIPPON YUSEN KAISHA	On 15th inst.
TUNGSHING	TUNGSHING	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 30th inst.
LOONGHOO	LOONGHOO	Brit. str.	—	C. F. Lockington, R.N.E.	BUTTERFIELD & SWIRE	On 18th inst.
AUSTRALIAN PORTS	AUSTRALIAN PORTS	Brit. str.	—		P. & O. S. N. CO.	On 25th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KOBE	Brit. str.	—		BUTTERFIELD & SWIRE	On 15th inst.
TIENTIN	TIENTIN	Brit. str.	—	R. Kinkaid	JARDINE, MATHESON & CO.	On 15th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—		JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—		SIMONSEN & CO.	On 15th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 15th inst., at Daylight.
P. HENRICH	P. HENRICH	Brit. str.	—		MICHLERS & CO.	Quick despatch.
HANGCHOW	HANGCHOW	Brit. str.	—		BUTTERFIELD & SWIRE	On 16th inst.
SIMIA	SIMIA	Brit. str.	—		P. & O. S. N. CO.	On 24th inst.
KANSU	KANSU	Brit. str.	—		BUTTERFIELD & SWIRE	On 25th inst.
TRIUMPH	TRIUMPH	Brit. str.	—		OSAKA SHOSEN KAISHA	On 15th inst., at Daylight.
B. ROBINSON	B. ROBINSON	Brit. str.	—		OSAKA SHOSEN KAISHA	On 19th inst., at Daylight.
HAITAN	HAITAN	Brit. str.	2 h.		BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
TAMING	TAMING	Brit. str.	1 m.		DOUGLAS LAPRAK & CO.	To-morrow, at 9 A.M.
MANILA	MANILA	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow.
RUBI	RUBI	Brit. str.	—		SHEWAN, TOME & CO.	On 18th inst., at 10 A.M.
PILEADES	PILEADES	Am. str.	—		DOUGWELL & CO., LD.	On 25th inst., at 10 A.M.
SUNGKANG	SUNGKANG	Brit. str.	—		PRINCE OF WALES	On 18th inst.
TIEMAH	TIEMAH	Dut. str.	—		BUTTERFIELD & SWIRE	On 25th inst.
FOOSHING	FOOSHING	Brit. str.	—		ZURIAANS	Quick despatch.
LIGHTNING	LIGHTNING	Brit. str.	—		JAVA-CHINA-JAPAN LINE	To-day, at 3 P.M.
SURANG	SURANG	Brit. str.	—		JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
ISCHIA	ISCHIA	Ital. str.	—		DAVID SASSOON & CO., LD.	On 21st inst., at 3 P.M.
						To-morrow, at Noon.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CAIRO, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA,"
Captain Maganzini, will be despatched as above TO-MORROW, the 14th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 9th March, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.
SIEM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLE, LONDON, HAVRE, BORDEAUX, NEAR AND BLACK SEA PORTS.

THE Steamship
"OCEANIAN,"
Captain Oliver, will be despatched for MARSEILLE on TUESDAY, the 21st March, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
SS. "TOURANE" ... 4th April.
SS. "TONKIN" ... 18th April.
SS. "DUMBEA" ... 2nd May.
L. BRIDOU, Acting Agent.
Hongkong, 9th March, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.<

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ALCINOUS"	On 15th March.
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL	"KAISOW"	On 25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 28th March.
GLASGOW and LIVERPOOL	"JASON"	On 1st April.
GLASGOW and LIVERPOOL	"LAERTES"	On 8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 8th April.
GLASGOW and LIVERPOOL	"CHINGWO"	On 15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 17th April.
GLASGOW and LIVERPOOL	"DIOME"	On 21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 15th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
GENOA, MARSEILLES and LIVERPOOL	"ALCINGUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"AGAMEMNON"	On 25th April.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and at PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 24th March.
	"TELEMACHUS"	On 20th April.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th February, 1905.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 15th Mar.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 29th Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 10th April.
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 26th April.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 10th May.
Hongkong to London, 1st Class, in St. Lawrence 260, via New York £62.
Intermediate on Steamer, } 240. " 242.
and 1st Class Ball } 240. " 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermodio" passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent.

6]

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

SINGAPORE and SOUBABAYA "FOOSHING" Monday, 13th Mar., 3 P.M.

+ SHANGHAI "TUNGSHING" Tuesday, 14th Mar., 4 P.M.

TIENTSEN "WOSANG" Wednesday, 15th Mar., 3 P.M.

* SINGAPORE, PENANG & CALCUTTA "SUISANG" Tuesday, 21st Mar., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 13th March, 1905.

JAVA-CHINA-JAPAN LIJN,
REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAPAN	First half of April	JAVA PORTS	First half of April
TJILATJAP...	JAVA	First half of April	JAPAN via SHANGHAI	First half of April
TJIMAH...	JAPAN	First half of March	JAVA PORTS	Second half March or

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Alexandra Buildings, 3rd Floor.

Hongkong, 19th March, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"MALTA,"
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 25th March, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Marmora," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on or about 10th May, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 13th March, 1905.

NATAI. LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING FOR all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s forthcoming
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE
as hitherto, by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO.'S, OCEAN S.S. CO.,
and CHINA MUTUAL S.N. CO.

For further particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on
sale daily at Mr. H. RUTTENBERG'S
KOWLOON STORE, No. 36, Elgin Road.
Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

SOLUBLE COCOA.

of all Cocoas, besides besides
every country in the world. They
are the most digestible, stimulants and
delicacies.

you will find in the most
concentrated and special process.

Manufactured by a special process.

the nutritive, stimulating and
stimulating properties of the best

Cocoas.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. R. M. Harbor, Hongkong.

Albion, battleship, 12,950 tons, 18 guns, Capt.

Finmantle, Hongkong.

Atridive, sloop in reserve, Hongkong.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000

h.p., Capt. Charles Windham, C.V.O.,
Hongkong.

Andromeda, cruiser, 12,500 tons, Capt. Nelson

Omanney, Hongkong.

Astrea, 2nd class cruiser, 4,361 tons, 10 guns

7,000 h.p., Captain Lionel G. Tuftell,
Hongkong.

Bramble, gunboat, in reserve, Hongkong.

Briton, gunboat, in reserve, Hongkong.

Castor, battleship, 10,500 tons, Capt. F. F. Fegen,
Hongkong.

Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., Lieut.-Comdr. Stevenson, Hong-

kong.

Glory, battleship, 12,950 tons, 16 guns, 13,500

h.p., Capt. W. G. Stopford, Hongkong.

Handy, torpedo-boat destroyer, 280 tons, 6 guns

4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 280 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. Bichard, Hong-

kong.

Hogue, gunboat, 12,000 tons, Captain Shortland,

en route (Weihaiwei).

Humber, ship, 1,840 tons, Comdr. P. M.

Endore, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, Capt.

Peacock, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p., in reserve, Hongkong.

Kinsha, river gunboat, 331 tons, Lieut.-Comdr.

E. V. F. R. Engmore, on Yangtze

Moerha, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. F. B. Nobis, Hongkong.

Ocean, battleship, 12,950 tons, 16 guns, 13,500

h.p., Captain Great, C.M.G., Hongkong.

POST OFFICE NOTICES.

The *Prinz Heinrich*, with the German Mail left Singapore on Friday, the 10th inst., at 10 a.m., and may be expected here on or about Tuesday, the 14th inst.
Mails for *KK*, Korea which left Yokohama for this port on Wednesday morning, the 8th inst., have been transferred to the *Empress of China*, due here on or about the 15th inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton		Monday, 7.30 A.M.
Macao		Monday, 7.30 A.M.
Amoy, Singapore and Bangkok		Monday, 9.00 A.M.
Saigon		Monday, 11.00 A.M.
Macau		Monday, 11.15 P.M.
Singapore and Sourabaya		Monday, 2.00 P.M.
Kongmou, Kunchuk and Takling		Monday, 3.00 P.M.
Kongmou, Kunchuk and Kaukong		Monday, 3.00 P.M.
Nanking		Monday, 3.00 P.M.
Sabato, Amoy or Foochow		Monday, 3.00 P.M.
Swatow		Monday, 3.00 P.M.
Haiphong		Monday, 3.00 P.M.
Singapore, Penang and Bombay		Monday, 3.00 P.M.
Singapore, Penang and Calcutta		Monday, 3.00 P.M.
Shanghai		Tuesday, 4.00 A.M.
Chinkiang		Tuesday, 4.00 A.M.
Shanghai		Tuesday, 4.15 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		Tuesday, 4.30 A.M.
Maulea, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)		Tuesday, 4.30 A.M.

Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M.)	Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Tiontien		
Batavia, Samarang, Sourabaya and Macassar		
Amoy, Manila, Cebu and Iloilo		
Shanghai		
Manila		
Shanghai, Nagasaki, Kobe, Yokohama and Seattle Wash.		

Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M.)	Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Singapore, Penang and Calcutta		
Kobe		
Manila		
Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M.)	Extra Postage 10 cents.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

TO-DAY.		
Sale, Embroideries & Curios, City Hall, Mr. Geo. P. Lamont, 2.30 p.m.		
Sale, Crown Land, Public Works Department, 3 p.m.		
Dallas-Landman Opera Co., Theatre Royal, 9 p.m.		
TO-MORROW.		
Sale, Goodwill & Co., No. 108, Queen's Road Central, Miss. Hughes & Hough, 11 a.m.		
Central, Miss. Hughes & Hough, Messrs. Hughes, Japauoso Curios, Sales Room, Messrs. Hughes & Hough, 2.30 p.m.		
Sale, Embroideries & Curios, City Hall, Mr. Geo. P. Lamont, 2.30 p.m.		

COMMERCIAL.

CLOSING QUOTATIONS.

11th March

ON LONDON.—	Bank Bills, on demand	1/10 ^{1/2}
	Telegraphic Transfer	1/10 ^{1/2}
	Credits, at 4 months' sight	240 ^{1/2}
ON GERMANY.—	On demand	193
ON NEW YORK.—	Bank Bills, on demand	47 ^{1/2}
	Credits, 60 days' sight	48 ^{1/2}
ON BOMBAY.—	Telegraphic Transfer	140
	Bank, on demand	237
	Credits, at 4 months' sight	240 ^{1/2}
ON CALCUTTA.—	Telegraphic Transfer	140
	Bank, on demand	140 ^{1/2}
ON SHANGHAI.—	Bank, at sight	71 ^{1/2}
	Private, 30 days' sight	72 ^{1/2}
ON YOKOHAMA.—	On demand	93 ^{1/2}
ON MANILA.—	On demand	92 ^{1/2}
ON SINGAPORE.—	On demand	54 ^{1/2} p.m.
ON BATAVIA.—	On demand	11 ^{1/2}
ON HAIKONG.—	On demand	1 p.m.
ON SAIGON.—	On demand	6 ^{1/2}
ON HONGKONG.—	On demand	10.50
	SOVEREIGN, Bank's Buying Rate	55.30
	GOLD LEAF, 100 gms, per tael	27.50
	BAR SILVER, per oz.	27.50

OPIUM.

11th March.

Quotations are—	All are not to 1 cent.	
Malwa Now	\$1130 to	per picul.
Malwa Old	\$1180 to	"
Malwa Older	\$1250 to	"
Malwa V. Old	\$1330 to	"
Persian fine quality	\$880 to	"
Persian extra fine	\$910 to	"
Patna Now	\$1130 to	per chest.
Patna Old	3 to	"
Bengal Now	\$1085 to	"
Bengal Old	3 to	"

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.C.M. steamer *Prinz Alice* left Shanghai on Saturday at 1 p.m., and may be expected here to day at sunset.

THE I.G.M. steamer *Prinz Heinrich* left Singapore on Friday at 10 a.m., and may be expected here to-morrow, p.m.

THE AMERICAN MAIL.

The P.M. steamer *Korea*, with mails, &c., from San Fr. arrived to the 14th inst., via Honolulu, leaves Yokohama for this port via Kobe, &c., on the morning of the 8th inst., and is due here on the 16th inst.

THE CANADIAN MAIL.

The C.P.E. steamer *Empress of China* arrived at Nagasaki at 5.30 p.m. on Thursday, the 9th March, and left again at 6 a.m. on Friday for Shanghai, where she is due to arrive at 2 p.m. to-day.

MERCHANT STEAMERS.

The N.D.L. steamer *Ernest* left Sandakan on Wednesday, a.m., and may be expected here to-day, a.m.

The steamer *Ophelia* left Tiontien on the 7th inst., p.m. and is due here to-day, p.m.

The Indo-China steamer *Saisang*, from Ceylon and the Straits, left Singapore for this port on the 7th March, and may be expected here to-day.

THE HONGKONG DAILY PRESS.

MAILS WILL CLOSE

Ideal Milk

Enriched 20 per cent.
with Cream.Sterilized—Not Sweetened.
A Perfect Substitute for Fresh Milk.

BOTTLED WITH CREAM.

NOT SWEETENED.

NOT SWEETENED.